

## MERCHANT MARINE OF THE UNITED STATES ENGAGED IN THE FOREIGN TRADE.

MARCH 2, 1889.—Referred to the House Calendar and ordered to be printed.

Mr. McMILLIN, from the Committee on Merchant Marine and Fisheries,  
submitted the following

### REPORT:

[To accompany bill H. R. 4996.]

The Committee on Merchant Marine and Fisheries, to whom was referred the bill (H. R. 4996) for the relief of the merchant marine of the United States engaged in the foreign trade, having considered the same, report:

This bill provides for the payment of a subsidy out of the Treasury of the United States to sail or steam vessels built and owned wholly in the United States. The subsidy proposed is 30 cents per registered ton for each 1,000 miles, and pro rata for any voyage between this and any foreign country.

A bill similar to this was introduced in the House of Representatives, Forty-ninth Congress, and referred to the Select Committee on American Ship-building and Ship-owning Interests, and reported adversely. Your committee think the action taken by that committee was correct, and adopt the report. The per cent. of our commerce carried by our own and that carried by foreign countries has changed since that time, but the principle involved is the same. The report is as follows:

The bill provides for the payment of a subsidy, out of the Treasury of the United States, of 30 cents per registered ton for each 1,000 miles sailed, and pro rata for any distance traveled less than 1,000 miles, on any voyage or voyages between this and any foreign country or countries to any vessel, either sail or steam, built and owned wholly in the United States engaged in the foreign trade. It is not a proposition to compensate for any service done to the United States in carrying its mails, troops, or public property.

A call was made on the Bureau of Navigation for an estimate of the probable appropriation required to meet the obligations of the bill if it becomes a law. The following response was made by the Commissioner of Navigation to that request:

“TREASURY DEPARTMENT, BUREAU OF NAVIGATION,  
“Washington, D. C., July 26, 1886.

“SIR: In compliance with your verbal request while at the Department on Saturday, I have to state that this office estimates that the sum of \$6,318,790.40 would be required to pay the bounty or subsidy for one year to the sail and steam vessels of the United States contemplated by the provisions of bill H. R. 2076, introduced by Mr. Negley.

“The proportion of foreign trade with the United States carried on by American vessels is found to have been in 1885 17 per cent., and that carried on by foreign vessels to have been 83 per cent. of the whole.

"In 1858 these proportions were very nearly reversed, American vessels having done over 83 per cent. of the whole business.

"Respectfully, yours,

"JARVIS PATTIN,  
"Commissioner.

"Hon. BENTON McMILLIN,  
"House of Representatives.

"See my report for 1885, page 34, for tonnage of United States engaged in foreign trade June 30, 1885.—J. P."

Parties interested in American ship-building and navigation came before the committee to argue the question, and estimated the cost in round numbers even higher than that made by the Commissioner of Navigation. This is a proposition broadly made to take out of the Treasury belonging to all of the people for Government purposes millions of dollars per annum and pay it over without consideration to a favored few. It is subsidy in its broadest and most undisguised form.

Your committee are of opinion that it was not the intention of the framers of our institutions that one class of citizens should be taxed to make the avocation of any class pay a greater dividend than it would without aid from the public Treasury; and even if it were competent to do it they think that the exercise of the authority would be inexpedient and inexcusable. The objects of Government are best accomplished, and the purity of our institutions most certainly preserved, by Government protecting the citizen in his life, liberty, and pursuit of happiness, leaving him to select his calling and pursue it unhampered by legislative interference. If one class of citizens are to be placed as a barnacle upon the others, and their profits made greater by taking from others and giving to the favored class the money thereby raised, injustice will be done those from whom the money is taken. Once entered upon it is impossible to tell what injurious results will follow this policy or where it is to end.

It has been urged that other countries give subsidies, and that we can not compete with them without we do so. A careful investigation of this subject has been made by the State Department, which sheds much light on this subject. The following is the letter of the Secretary of State transmitting the report to the President, to wit:

"To the President:

"I have the honor to transmit herewith the replies of consular officers of the United States in France, Germany, Great Britain, and Italy to a circular prepared in this Department relative to the shipping interests of these nations.

"This subject has of late assumed great importance through the efforts of certain of the leading commercial nations of Europe to stimulate, by direct and indirect aid, their mercantile marine, and thus to give it an energy which is considered unattainable without such aid. France, Germany, and Italy are paying bounties in various forms, with a view to stimulating the construction of vessels, to encouraging their navigation, and to placing their shipping in a more favorable position for securing a larger share in the carrying trade of the world than they would under natural conditions and with free competition obtain.

"Had this policy been confined to a single nation, that nation might have derived some benefit; though the conclusions reached in Mr. Ford's report would seem to show that in France, where liberal bounties for the construction and navigation of vessels have been paid since 1881, the results have in no respect fulfilled the expectations of those who favored the policy. But when other nations enter the list and meet privilege with privilege and bounty with bounty, no advantage is gained, and the conditions of competition are changed. That nation which bids highest, which grants bounties and subsidies most liberally, holds the position of vantage, but only until other nations are willing to pay the same. Whatever advantages France has secured in the last four years will, in a measure, be neutralized by the bounty policy of Germany and Italy. This policy may lead to the construction of a certain amount of new tonnage, but it is an open question whether there is a legitimate demand for this additional tonnage. The indications are at present that there is a carrying capacity in excess of the world's needs; and if this is a fact every ton constructed beyond what is required to repair loss and waste is only so much the more added to the dead weight of surplus tonnage, which, to be profitable, must depend upon the bounty of Government, and this bounty is nothing more than a tax imposed upon productive industry for the benefit of an unnecessary and therefore unprofitable industry. The returns upon such a costly policy as the bounty system of France are small, and are due entirely to artificial conditions. Judging by the experience of the past, these conditions must be continued to insure a maintenance to the shipping they have stimulated into existence.

"To a nation possessed of large commercial interests, the bounties of other nations may give an advantage in the form of cheaper rates of freight—the result of increased

competition. It may well be doubted whether it will be politic to sacrifice this advantage and impose an additional burden upon productive industry by the adoption of a system of bounties.

"Respectfully submitted.

"T. F. BAYARD.

"DEPARTMENT OF STATE, April 9, 1886."

The following, from said report, by Worthington C. Ford, esq., Chief of the Bureau of Statistics of the Treasury Department, will show the conclusions he reached from statistics gathered on the effect produced on the French shipping by a subsidy very similar to that proposed by this bill:

"The French carrying trade increased more rapidly before 1880 than after 1880, even allowing for the longer interval, and the German, while falling away in the previous years, more than regained what it had lost, and increased at a higher rate than did the French.

"Though the bounty system was intended to favor French ship-yards, it has had a greater effect upon foreign ship-building, and while before the passage of the law the greater portion of the tonnage added each year was constructed in France, the relation was reversed after 1880, in which year there was great activity in expectation of the adoption of the law. The tonnage of vessels built in France, bought abroad, and sold to foreigners is shown in the following table:

Year.	Built.	Bought abroad.	Sold.	Year.	Built.	Bought abroad.	Sold.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1873.....	39,430	17,646	19,848	1879.....	24,733	16,809	8,323
1874.....	34,917	17,404	27,092	1880.....	12,629	34,201	12,939
1875.....	37,520	20,001	14,722	1881.....	20,735	34,909	11,441
1876.....	32,707	15,581	16,148	1882.....	56,594	78,612	17,407
1877.....	26,884	12,864	14,751	1883.....	35,223	49,387*	14,681
1878.....	21,367	19,677	12,851				

\* The figures of Consul Dufais give a much higher tonnage.

"The bounties have succeeded in infusing life into neither ship-building nor ship navigation. France finds it cheaper to have her iron vessels built in Great Britain and a large share of her wooden ships in other countries. The lines of ships that were called into being through the liberal offers of the Government are represented as being in a state of bankruptcy, and existing lines that participate in the bounties are either paying no dividends or very small amounts. The exports of France, reflecting as they did the slight reaction which ensued in 1879, have since declined and are still declining in value, and the decrease can not be explained by a fall in the prices of commodities, but rather by an absolute decrease in the foreign commerce of the nation. In fact, it may be asserted that the bounty policy of France, intended to bridge over a temporary depression, has aggravated the situation, and has proved itself to be a source of mischief and not of cure.

"Respectfully,

"WORTHINGTON C. FORD,  
"Chief of Bureau.

"BUREAU OF STATISTICS,  
"Department of State, April 7, 1886."

Consular Agent Sutton, port of St. Nazaire, reports to the State Department:

"The general opinion on the bounty question is that it has failed to produce the effect of serving the shipping trade, and has only resulted in creating a few large steam-ship companies, who have monopolized the whole of the carrying trade, to the exclusion of sailing vessels."

It must be remembered ours is not a despotism, a monarchy, or a paternal government, but a free republic, the very nature of which is violated when any species of special legislation is passed imposing burdens upon the masses of the people for the benefit of a favored few.

Besides, we can not hope to outbid such other countries by granting greater subsidies. If the granting of subsidies by nations results in cheaper freights, we get the benefits without cost, so long as we leave the paying of the subsidies to foreign countries.

It has been insisted that our merchant marine is essential to the prosperity of the country, in that it accustoms our citizens to life upon the sea and prepares us better for defense and protection in case of war. This argument ignores the fact that our

coastwise trade is exclusively in the hands of our own citizens and gives a large and permanent field for the training of sailors and seamen.

If it be supposed that six and one-third million dollars would be required on our present basis of shipping, what would be necessary after one or two years' operation under the bill? The evident tendency of the bill would be, if it has any effect at all, to send out every class of vessel that was not paying at home, whenever a cargo could be obtained at a rate which, added to the subsidy, would keep the vessel afloat. In this way we might count that the registered tonnage upon which the estimate is to be made would be largely increased, and the payment would have to be made whether the freights actually carried were materially augmented or not. As stated by the Commissioner of Navigation, in 1885, American vessels only carried 17 per centum of our foreign commerce, as against more than 23 per centum in 1858. To carry the same percentage of our foreign commerce in American bottoms, under the provisions of this bill, that was carried in 1858 would require an annual payment of \$27,133,600.

Your committee therefore think that the passage of the bill would be unwise, and recommend that it do lie on the table.

Satisfied that the action taken on this bill then was correct, your committee recommend that the bill lie on the table.



## VIEWS OF THE MINORITY.

MR. CUMMINGS, from the Committee on Merchant Marine and Fisheries, submits the following as the views of the minority:

The undersigned, members of the Committee on Merchant Marine and Fisheries, to whom was referred House bill No. 4996, make the following report:

The bill proposes to pay from the Treasury of the United States to any vessel, sail or steam, built and owned wholly in the United States, and engaged in foreign trade, 30 cents per registered ton for each 1,000 miles sailed, and pro rata for any distance traveled less than 1,000 miles, on any voyage or voyages between this and any foreign country or countries, with certain restrictions.

In 1860 the tonnage of American-built vessels registered for the foreign trade was 2,546,237 tons. This was an increase of 960,526 tons over the year 1850, of 1,646,472 tons over the tonnage of 1840, of 1,969,762 tons over the tonnage of 1830, and about the same as in 1855. In 1870 the tonnage of American vessels engaged in the foreign trade had decreased 1,029,437 tons. In 1880 it had decreased 1,193,427 tons. In 1886 the tonnage had decreased 1,435,056 tons since 1860. In 1855 75½ per cent. of our exports and imports was carried in American vessels; in 1860, 66½ per cent.; in 1865, 28 per cent., and in 1887 only 14 per cent. These are official figures from the report of the Commissioner of Navigation to the Secretary of the Treasury, October 15, 1887. Since then the decrease has been even more rapid. The maritime register of the port of New York, March 1, 1888, shows that the tonnage of American vessels actually engaged in foreign trade is only 565,348 tons, or 1,980,889 tons less than it was in 1860.

This is less tonnage than the tonnage of United States vessels engaged in foreign trade in 1796. It was then 576,733 tons, 11,385 more tons than the tonnage of American vessels engaged in the foreign trade to-day. Meantime the population of the United States has increased from 5,000,000 to over 60,000,000.

The decline in the value of the exports and imports of the United States carried in American vessels began in 1856. The report of the Bureau of Statistics shows that it was then valued at \$482,268,274. To-day it is less than \$200,000,000. In 1856 foreign vessels carried imports and exports from and to the United States valued at \$159,336,576. In 1886 the value carried by foreign vessels to and from the United States was \$1,139,636,971. In other words, in 1856 American vessels engaged in the foreign trade carried \$322,931,698 more of imports and exports than all foreign vessels engaged in the trade with the United States. Thirty years afterward, foreign vessels in the trade carried \$911,689,371 more value than the imports and exports carried by American vessels. The percentage carried in American vessels in 1855 was 75½ per cent.; in 1860, 69½ per cent.; in 1886 it was 15.98 per cent., and to-day it is much less.

How all this foreign trade has been stolen from the United States is aptly explained by Mr. W. W. Bates, in a paper recently published touching American ship-builders.

He says Jefferson declared that "Agriculture, manufactures, commerce and navigation constituted the four pillars of our prosperity," and the experience of every maritime nation has proved the assertion that freedom, riches, and power, spring from the use of the merchant ship. It has likewise been proved that ship-building, navigation, and foreign commerce are not only rightful and advantageous private enterprises, but imperative national needs for maritime states.

With 12,000 miles of ocean-coast, 2,000 or 3,000 miles of lake shore, rivers, bays, and sounds outnumbering those of other lands, a productive soil and congenial climate, mines and forests of incomparable value, and 60,000,000 of population engaged in all the trades, it would seem that navigation and commerce were intended to be helpers and equal partners with our agriculture and manufactures, and not rivals and assailants of one another. The questions and interests involved in industries upon the land have their counterparts caused by activity upon the sea. Whether we build our ships and sail them or foreign flags transact our commerce, the result produces most important effects upon all kinds of business and on every class of people. In dealing with navigation and commerce the Government itself contributes largely to the profit or loss of individuals and the safety or danger of the state.

With all the incentives existing on every side to assert our rights and assume our place in respect to shipping and commerce, it is passing strange that our Government has permitted, and our people have tolerated, the loss of our navigation and the relinquishment of our foreign traffic. For a wonder, we have a few good ships, but—no wonder at all—scarcely a merchant in the foreign trade remains.

The United States comprises a nation of continental proportions, surpassing any in the world in the possibilities of commercial enterprise and nautical pursuits. Consider for a moment that only two of our States (Colorado and Nevada) and six Territories (Montana, Idaho, Utah, Arizona, New Mexico, and Wyoming) are without water-ways to the sea. Their population may be 1,000,000 of our 60,000,000, or less than 2 per cent. of our people. Twenty-one of our States and two of our Territories border upon tide-water coasts.

In this part of our country there are 89 customs districts and more than 30 large sea-port cities. The population of this oceanic region is fully half the number in the United States. But we have in addition 9 States that border upon the Northern Lakes, where there are 19 customs districts and 10 large lake-port cities, with an immense domestic and considerable foreign trade. The population of our fresh-water domain is about 15,000,000, and of the 32 maritime States and Territories upward of 45,000,000, or three-fourths the figure for the whole nation. Furthermore, 17 States and 1 Territory have river navigation for steamboats and barges, and their population is about five-eighths of our whole number.

Thus, it may be seen, the shipping and water-bound commerce of our country is not only immense, but its carriage, directly or indirectly, affects and concerns the entire body of our people. Water transportation has been a cash business. Much of it holds a close relation to production, as it adds to the price of products a due share of costs. It is sometimes said of shipping business that "it does not pay," but there is one party that it always pays, and that is the general public; and there is one party only that it ever fails to pay, and that is the vessel-owning fraternity. More than a hundred different trades all get their pay from the building, repairing, loading, running, unloading, and traffic of vessels.

Bancroft states that "the necessity for regulating commerce gave the immediate impulse to a more perfect Constitution." In the broader sense, ship-building and navigation are vital parts of commerce, without which it can not have ocean life and motion.

The original States were all maritime, and, necessarily, every interest was exposed to the competition, rivalry, and attacks of foreign countries, particularly of Great Britain, whose merchants with their ships got possession of our ports, filled our shops with goods, abstracted all our coin, made our mechanics and mariners poor, broke our merchants flat, and sold our farmers out during the six years of "free ships," from 1783 to 1789.

In the words of Webster, ship-owners, ship-builders, mechanics, artisans, all were destitute of employment, and some of them destitute of bread. British ships came freely and British ships came plentifully. So it was when our constitutional government began, that the English had gotten the trade of our principal ports almost wholly within their grasping hands. Those were the halcyon days of "free ships," blooming days for Britain, dismal days for America.

New York and Pennsylvania enacted navigation laws in 1785. The revenue raised and riches gained by England through the monopoly of our foreign trade was saved to the United States by our becoming our own merchants and our own carriers, and not to have become our own ship-builders would have been ridiculous and absurd. Great Britain and her sycophants have never forgiven our forefathers for enacting the navigation laws.

On July 4, 1789, Congress laid the foundation of our merchant marine. British merchants and their ships had to be ruled out of our trade in order to make room for our own vessels. It was therefore enacted that home-built ships only could be sailed under the flag of the Union. This protected not only ship-building, but ship-owning, not only because all American owners were thereby put upon equal footing, but also for the reason building and owning are closely related industries, and rise or fall together.

Builders become owners and owners become merchants and mutual helpers and partners. Even if unwilling to prefer our own to foreign mechanics, in point of economy, we could not then, nor can we now, afford to buy our ships abroad. Then the Government had a special motive for the security of ship-building.

This art is one of the expedients of maritime defense, and the safety of the Republic might depend upon its shipwrights and their ready skill.

Ship-owners were given a fitting and certain protection by discriminating dues upon foreign tonnages, while merchants had 10 per cent. reduction of duties on all goods imported in American vessels. Double duties secured the distant Asiatic trade.

This protection insured the employment of our ships by our own and foreign merchants in the import trade. But our own had an advantage over foreign in having the right to own vessels in their traffic. Our merchants, thus induced, largely became owners and built their own ships.

Our farmers' sons became mechanics, mariners, and merchants, and choice men of every land came to our aid in building up and sailing the best merchant fleets of their time. So the shipping laws nationalized our commerce by giving it stability, and developed our naval power by increasing both the skill and numbers of our shipwrights and our seamen.

Being fully protected, the growth of our marine was wonderful, and the good work it did in prospering the young and rising Republic was most timely and acceptable. The industrial power of shipping a hundred years ago may be estimated at \$30 per ton annually. When the navigation laws were passed we had 123,893 tons able for the foreign trade, but scarcely earning sailors' wages, because of the British competition.

This little fleet soon found employment, and proved its ability to put more than \$3,500,000 a year to our credit on the balance-sheet of foreign trade. In the second year we had 346,254 tons, with a balancing power of more than \$10,000,000 annually. What a stride that was in a single year of good government! "Resuming our carrying trade" was what the "Sage of Monticello" called it in 1791. In two years we had trebled our tonnage; in five years nearly quadrupled it; in nine years nearly quintupled it; at the end of twelve years we had almost as much tonnage in foreign trade as thirty-two years afterward. After six years of Washington's administration we had half as much tonnage in foreign trade as this great nation had in 1886, with fifteen times the population and double the per capita ship carriage. After twenty-one years, in 1810, mainly owing to British warfare and aggression, there was a culmination of tonnage in the foreign trade at 981,019 tons.

Up to the peace of 1815, covering a period of twenty-six years, the average tonnage in the foreign trade was 682,832 tons. The annual export freights, estimated at \$15 for each ton (of vessel), must have added \$10,000,000 annually to the value of commodities sent abroad. The import freights, estimated at the same figure, must have saved us the payment to foreigners of an equal amount of money. When it is considered that for the period mentioned the total annual transportation outward and inward did not average to exceed \$60,000,000 in value each way, it may be seen to what a great extent our early marine discharged the duty of prospering our young nation. Practically our exports amounted to \$70,000,000, while our imports aggregated but \$5,000,000. In those days we carried an average of 90 per cent. of American commerce, and had no foreign debt; in fact, were able to purchase additions to our domain.

The stripping of protection to merchants and ship-owners was begun by Congress in 1815. It was twenty-eight years afterward, and our population had more than doubled, before we had an equal amount of tonnage in the foreign trade, and during this period the annual average was 683,486 tons, or only 654 tons greater than from the beginning through all the warfare and fighting up to the peace of 1815. Moreover, by the year 1843 we were carrying only 77 per cent. of American commerce, instead of 90 per cent. On the average for this second period (and the first of our decline), our exports were about \$90,000,000 and our imports about \$105,000,000 annually. In this period, with lower freights, the work of our ships may have practically increased our exports to \$97,000,000, and decreased our imports to about the same figure, thus leaving us without gains in the balance of trade. It results that \$20,000,000 a year for the first period of our shipping decline may be taken as the loss consequent upon exposing our marine to the blasts of free trade.

The navigation laws were enacted mainly to secure the means of national defense by protecting the arts of ship-building and navigation, and increasing the number of shipwrights, engineers, and seamen.

To repeal them not only exposes the nation to disgraceful defeat and subjection, but makes it certain that no naval wars can be entered



upon without entailing ruin upon the maritime States. Without ship-building, engineering knowledge, and sea-faring dexterity, the sea-board States could neither defend the country nor themselves.

It is to this helpless pass we are rapidly coming. It is not enough that eight or ten of our maritime States are practically destitute of shipwrights, engineers, and seamen, and to-day are defenseless communities against attacks by sea, but it is intended soon to obtain the sanction of Congress to the stripping bare of protection from navigation laws all the shipping States of the nation. One would think it ill becomes the vaulting politicians of the safe interior States to conjure up legislation wholly in the interest of our rivals and enemies. It is neither courteous nor constitutional for them to advocate bills for the repeal of the navigation laws, or vote for bills granting special privileges to corporations or individuals to import ships or steamers in contravention of sound public policy. Surely no citizen has rights which antagonize the welfare of States.

The legislation needed and the policy requisite to the resumption of our navigation and the enjoyment of our commercial rights and benefits, is the repeal of our reciprocity acts and the revocation of our free carrying treaties, by and through which we have divested ourselves of the original and most effective protection and suffered the consequent disadvantage and present disrepute. For years foreign merchants and foreign ships have been gaining American trade.

They were asked to come and take it, and it would be strange if any held back.

When this invitation was extended our shipping carried over 90 per cent. of our imports and exports; now it carries less than 15 per cent. Of twelve principal maritime nations, the United States stands tenth in the percentage of tonnage in their foreign trade. Russia comes behind us with about 10 per cent., and Portugal follows with 5 per cent. Great Britain, Germany, Spain, and France are gaining percentage. Norway, Denmark, Italy, the United States, Russia, and Portugal are losing it. Sweden and Holland hold their own. Great Britain does 73 per cent. of her own carrying, and as much for foreign nations as herself.

The following is a table of twelve principal maritime nations, in order of their percentage of carrying for themselves :

Nations.	Year.	Per cent.	
Great Britain .....	1884	72.6	Gaining.
Norway .....	1882	66.5	Losing.
Denmark .....	1883	52.4	Do.
Germany .....	1883	40.0	Gaining.
Spain .....	1882	36.0	Do.
Sweden .....	1882	35.5	
France .....	1883	34.1	Do.
Holland .....	1883	29.4	
Italy .....	1883	26.1	Losing.
United States .....	1887	14.7	Do.
Russia .....	1881	10.6	Do.
Portugal .....	1882	4.8	Do.

As we have seen, foreign flags are now carrying 85 per cent. of our exports and imports. In the infancy of the Republic, when they were carrying only 40 per cent., Thomas Jefferson advised that two-thirds of this percentage be "resumed by our own people." With that resumption we would carry 86 per cent. The advice was taken, and for forty

years Mr. Jefferson's idea in 1791 was realized. Then protection was removed, and his figures have been completely reversed.

The millions we have lost by the change of policy from maritime protection to reciprocity would more than build the British mercantile navy. We may form a fair estimate of what may be gained by a partial resumption of our transportation by computing the average percentage of value which it adds to commerce. At the present time augmentation may be fixed at 15 per cent. for exports and 10 per cent. for imports, making 25 per cent. of value carried for the average earning and saving power of a merchant marine in foreign trade. This is not to the owners, but to the nation or State carrying on the business. To comprehend the importance of "resuming," holding, and exercising this power, let us assume that, to balance fairly toward the world the accounts of our foreign commerce and navigation, making no gains nor losses, our own shipping should do half of the outward and inward transportation.

On this basis, taking the year 1883, when our exports amounted to \$828,833,333 and our imports to \$722,865,281, we find that we paid foreign ships \$21,147,732 for import carrying and \$45,402,417 for export carrying, and, in the total, \$66,550,149 for work our own shipping should have done to have completed its half share of the business.

But if we figure upon the basis of Great Britain's participation in her own transportation, namely, 73 per cent., instead of half, then we paid foreign ships and steamers \$138,804,596 for work properly belonging to a marine of our own.

It may be set down, then, that from \$70,000,000 to \$140,000,000 are paid annually by the people of the United States to foreign nations for ocean freights that should be earned and saved by the maritime States of the Union, comprising the greater part of the Republic. In making up the balance of trade with foreign nations we must settle the adverse transportation account with the products of the farm, the forest, or the mine, with manufactures or money. He is a blind economist who can not see that our merchants and their ships should do their proper part in contributing the fruits of enterprise and employment for the gain and advantage of the whole country.

Whenever we fall in debt abroad a cry goes up for an increase of exports or of import duties; but nobody seems to think if we had a merchant marine doing its proper work it would be adding to our foreign credit from \$75,000,000 to \$150,000,000 annually by ship-building, navigation, and commerce.

This enormous business, with its wealth-producing power, lies at our feet. It is opulence and independence to possess it. It belongs to us by right. We formerly held it in hand. It is our duty to resume it. Justice to the marine States and the prosperity and safety of the nation demand this policy of government.

Our lost trade and lost ship-building would not be regained by the passage of a free shipping bill. Such a bill would not stimulate the building of vessels for the foreign trade. To be sure, we would have the privilege of purchasing ships in foreign countries at a lower price than that for which we can build them at the present time, but we would have to compete with the subsidies and bounties given by foreign nations to their ships in the foreign carrying trade.

Take the route between New York and Havre. Years ago there was a fleet of American steam-ships running to Havre. It has been replaced by a French line, receiving a bounty of 30 cents per ton per 1,000 miles

sailed, or \$14,500 per round trip. Is it possible for the United States, even with the lowest-priced English ships, to compete with that bounty?

We once had a large fleet of sailing vessels running to the Mediterranean. It has been replaced by a line of French steamers receiving the same bounty as the one to Havre, amounting to \$4,500 per round trip. Is it possible for us to regain that trade, even with the lowest-priced ships bought on the Clyde, as long as that bounty is paid by the French Government?

Our fleet in the West Indies is now being driven to the wall. Spain has granted a bounty to her shipping. A line of Spanish steamers is now running regularly every ten days between New York and Havana, receiving a bounty of \$1.80 per mile steamed. They have connections from Havana by Spanish steamers to all parts of the West Indies and Mexico. The round trip alone brings to the owners \$4,200 per voyage from the Spanish Government. Would the privilege of using the lowest-priced English ships enable Americans to compete against this bounty?

A line of British steamers has been recently established between Vancouver and China and Japan. It receives a subsidy from the English and Canadian Governments of \$450,000 a year. These British ships now touch at the port of San Francisco, and are sapping the life from the American steam-ship line between San Francisco and Japan and China. To drive the American line to the wall the English line has reduced the rate of freight from \$7 to \$4 a ton on flour, and a corresponding percentage in fares for passengers. Thus the subsidy granted by the British Government is used to destroy an American line of vessels, which receives no aid from our own Government. When it is destroyed the English company can again raise its rates without fear of competition.

The Hon. William C. Whitney, Secretary of the Navy, in his annual report this year, said:

Under such competition it is quite easy to conjecture what will become of the American flag and our resources in the way of a naval reserve in the North Pacific.

This line, through the workings of the interstate commerce law and of the Canadian Pacific Railroad, is already sapping the commerce of our manufacturing cities. They are now taking freight from mills in Massachusetts in bonded cars to the Pacific Ocean far cheaper than this freight can be sent via American railroads and American steam-ships. They are thus robbing us of our railroad commerce through the use of the Canadian Pacific Railroad and the subsidized English line of steam-ships to China and Japan.

Formerly an American line of steam-ships ran between New York and Bremen. Now the trade has fallen into the hands of a German steam-ship company, which receives a subsidy of nearly a million of dollars a year.

The owners of swift English steam-ships running between New York and Liverpool, besides liberal pay for carrying the mail, receive a naval reserve payment of about \$40,000 per year for each swift vessel.

The company owning the Italian line of steam-ships running between New York and Genoa, Naples, and Sicilian ports gets a bounty of 13 cents per ton for every 1,000 miles sailed. In addition to this, the Italian Government pays a bounty for the construction in Italy of vessels to be used in the foreign trade. Italy gives to her steam-ship companies an annual subsidy of \$1,570,938.17.

The last American line to be paralleled by a foreign line of steam-ships is that between New York, Hayti, and Venezuelan ports. Holland has

subsidized a line to compete with the American ships engaged in this trade. The vessels began to run between these ports on May 1, and sail from New York every ten days.

Even Russia subsidizes her vessels engaged in the foreign trade.

England was the first country to grant a subsidy. France, Italy, Germany, Holland, and other governments quickly learned the lesson. Like England, they subsidized lines running from their countries to China and Japan and to South America. They have even outbid England in their subsidies, and are stealing her trade from her. This is one of the causes for the decline of English ship-building on the Clyde. England began to steal our foreign trade about 1850, by the payment of \$400,000 a year to the Cunard line. She was alarmed at the rapid growth of the United States as a maritime power. As the service of the Cunard line was increased the compensation became greater, and within six years the company was receiving \$700,000 per year from the English Government. Since that time Great Britain has paid at least \$175,000,000 in subsidies to her steam-ship lines engaged in foreign trade. The subsidies were so freely given that the business was overdone, and England has produced a million more tons than she can profitably use. Then her statesmen raised the free-ship cry anew, fancying that she might eventually be able to sell her surplus vessels here.

England has evidently an occult and sinister reason for imposing her free-ship theory upon America. When buffeted by Russia not long ago she accepted the insult, because she feared the effect of a score of Russian privateers upon her foreign commerce.

They might have swept her merchant ships from the ocean. Once let the free-ship policy be adopted by the United States, and Russia will no longer buffet England with impunity. The British merchant marine will quickly seek the protection of the American flag under the free-ship act and be free from Russian spoliation. The United States is the only nation on the globe having English customs and manners whose people speak the English tongue. If English commerce was placed under the protection of the Italian or the Spanish flag the real nationality of her vessels would be betrayed by her sailors. By ostensibly transferring her ships to us England would reap the advantage of an immense increase in the rates of foreign freights, and thereby pay the expenses of her own war and possibly have a surplus besides. At the conclusion of the war her ships might be retransferred, and England resume her maritime supremacy. America would then be without ship-yards, without sailors, and with nothing but foreign-built bottoms.

England has gained by her operations the greatest ship-building plant in the world. She can turn out ships as a tailor turns out ready-made clothing. What she wants now is the market for her ships. The only plant that America is able to keep is the plant for our coastwise trade, which absorbs a small amount of sea-going tonnage, because it comes into competition with railroad transportation. Grant a shipping bounty to American-built vessels engaged in the foreign trade, and our country will again be dotted with ship-yards, and our plant expanded until we will be able to compete with any nation on the face of the globe.

The bill favored by the undersigned members of this committee making this report has the support of the chambers of commerce of New York, Boston, San Francisco, New Orleans, and other sea-board cities. Conventions have been held in Boston, Chicago, New Orleans, Birmingham, San Francisco, Pensacola, Washington, and Charleston, and each



has passed a resolution favoring this bill. Boards of trade in various cities have passed strong resolutions urging its passage. More than this, the workingmen of the country have been aroused. Hundreds of trades unions and assemblies of the Knights of Labor have held meetings in support of the measure.

The following extracts from leading newspapers will show how deep and widespread is the interest in this bill of mechanics and workingmen:

#### THE STEAM-PACKERS' MEETING.

[From the New York Daily News, March 15.]

The Steam-packing Makers' Union, at a meeting at 69 Carmine street on Tuesday night, indorsed the tonnage bill now before Congress. Congress is called upon to vote for the bill as a measure to relieve the overcrowded labor market, as a measure of national defense, by the formation of a naval reserve and to revive American patriotism.

#### THE BOLT-CUTTERS AWAKE.

[From the Evening Sun, April 4.]

The Archimedes Association of Bolt-cutters met last evening at 212 Ninth avenue, and indorsed this resolution unanimously:

*Resolved*, That we call the attention of New York Representatives to the benefits to the people of this city and State to be derived by the passage of the bill introduced in Congress by the Hon. Amos J. Cummings, and known as the tonnage bill. By the passage of this bill American merchant vessels can compete equally with those of foreign nations, large numbers of workmen would receive employment, and the Government would have ready for its service a number of effective cruisers when needed.

#### A LABOR CLUB SPEAKS.

[From the New York Commercial-Advertiser, March 27.]

The Oakland Labor Club, composed of lumber handlers, has indorsed the ship-bounty bill.

#### A TRADE UNION IN FAVOR OF THE BILL.

[From the Evening Sun, March 10.]

At a meeting of the Vulcan Association (foundrymen) at 426 West Forty-sixth street, held last night, the tonnage bill of the Hon. Amos J. Cummings, which is to pay a bounty of 30 cents a ton for every 1,000 miles traveled by an American ship on a foreign voyage, was recommended for passage as a measure which would give a large amount of employment, and would place a large number of vessels at the disposal of the Government in case of war.

#### THE MACHINISTS FAVOR IT.

[From the New York Press, March 9.]

The Machinists' Open Union No. 4 met last night at 351 West Sixteenth street and passed the following resolution:

*Resolved*, That it is the duty of Congress to pass the tonnage bill now before it, giving a bounty of 30 cents per thousand miles traveled by an American ship on a foreign voyage, so that our merchant marine may be on an equal footing with that of foreign nations.

#### THE DOCK COOPERS INDORSE IT.

[From the Evening Sun, April 11.]

The Bushwick Protective Association of Dock Coopers held their meeting last night at Excelsior Hall, 278 Spring street, and passed this resolution unanimously:

*Resolved*, That with the present condition of our shipping trade, prostrated as it is by the competition of foreign vessels, supported without exception by the subsidies

or bounties of their governments, while our vessels are afforded no protection whatever by our Government, that the passage of the tonnage bill introduced in Congress by the Hon. Amos J. Cummings to subsidize American built and owned vessels in foreign trade becomes a measure of national importance if we are to retain any share of the world's commerce.

#### BRASS WORKERS SUPPORT IT.

[From the New York Tribune, April 9.]

The Brass Model Makers' Protective Union passed the following resolution yesterday:

*Resolved*, That the passage of the tonnage bill now before Congress to give a small bounty to American built and owned vessels engaged in foreign trade will have the same effect to encourage the shipping trade as the protective tariff on imports has on our other home industries, as they will then be able to compete equally with the subsidy-supported merchant vessels of foreign nations.

#### THE BURNISHERS AROUSED.

[From the Evening Sun, March 26.]

At a meeting of the Empire City Association (burnishers) held last evening at 517 Second avenue, the following resolution was passed:

*Resolved*, That we call upon Congress to pass the bill introduced in Congress by the Hon. Amos J. Cummings, which will give a bounty of 30 cents per ton for every 1,000 miles sailed by an American built and owned ship on a foreign voyage, believing that if we can recover the carrying trade we can control the commerce of the world.

#### THE BOILER-MAKERS FAVOR BOUNTIES.

[From the Marine Journal, March 3.]

The Boiler-Makers and Iron Ship-builders' Union at its meeting at 193 Bowery, Tuesday night, adopted the following resolution:

*Resolved*, That we call upon our representatives in Congress to give their aid to the passage of the bill before Congress commonly known as the tonnage bill, which provides that a small bounty shall be paid to every American ship for every 1,000 miles traveled on a foreign voyage. We know that the failure to provide such bounty and the competition with foreign nations has driven our shipping from the sea, and that its payment would restore American ship-building and provide employment for many American citizens.

#### THE COPPER-SMITHS WANT IT.

[From the Evening Sun, March 12.]

At a meeting of the Berwick Association of copper-smiths this afternoon at 54 Watt street this motion was adopted:

*Resolved*, That the thanks of this association are tendered to the Hon. Amos J. Cummings for bringing into Congress what is known as the tonnage bill, which stimulates American ship-building by offering a subsidy of 30 cents a ton for every 1,000 miles traveled by an American ship sailing to a foreign port, believing as we do that no measure before Congress will have a greater effect on our overstocked labor market, while it will arouse American patriotism for our goods to be carried in American bottoms over seas from which our flag has nearly disappeared.

LUKE WALTON,  
Secretary.

NEW YORK, March 11.

#### THE WIRE-DRAWERS TALK.

[From the New York Tribune, April 5.]

The Wire-Drawers Protective Association at No. 347 West Twenty-ninth street, last evening adopted a resolution calling upon Congress to pass the tonnage bill now before it.

THE SPOON-OAR MAKERS FAVOR IT.

[From the Evening Sun, April 12.]

The Rob Roy Association, spoon-oar makers, at their meeting last night at Pabit's Hall, 2318 Third avenue, adopted the following resolution:

*Resolved*, That the thanks of this association are tendered to the Hon. Amos J. Cummings for introducing in Congress the bill to give a bounty to American built and owned vessels on a foreign voyage and by so doing enabling us to meet the competition of the pauper labor built and manned and subsidy supported vessels of other nations and regain our old time prestige on the seas.

THE WORKINGMEN'S MUNICIPAL REFORM LEAGUE.

[From the Mail and Express, April 4.]

The Workingmen's Municipal Reform League of this city is working hard for the passage of the tonnage bill introduced in the House by Congressman Amos J. Cummings, which provides for a bounty of 30 cents per ton per 1,000 miles traveled by an American ship on a foreign voyage, believing that it will aid in the restoration of American ship-building and provide work for many thousands of idle workmen.

\* \* \* \* \*

All classes of our most intelligent workingmen are falling into line in support of this tonnage bill—so simple, so sure to be efficient and so important to the great work of reviving the lost prestige of our merchant-marine.

THE BAG-SEWERS AWAKE.

[From the Evening Sun, March 27.]

At a regular meeting of the Bag-Sewers' Protective Association held last evening at 911 Tenth avenue the following was passed:

*Resolved*, That while all other industries of the nation are protected by the tariff, the shipping industry is at the mercy of its foreign competitors because of their support by bounties and subsidies by their governments, and for this reason we indorse the tonnage bill introduced in Congress by the Hon. Amos J. Cummings, by which American built and owned ships receive a bounty of 30 cents per ton per 1,000 miles traveled on a foreign voyage, thus placing them on an equality with the merchant vessels of foreign nations to compete for a share of the world's commerce.

THE EYES OF THE PATTERN-MAKERS OPEN.

[From the New York Tribune, April 6.]

The Pattern-makers' Union met last night at Hotze's Assembly Rooms, No. 263 Bowery, and passed this resolution:

That as there is a large and ever-increasing surplus of money in the Treasury and we dare not remove the present protective tariff on imports to prevent its accumulation, because of the demoralizing effect it would have on our home manufactures, the best use we can make of part of this surplus income is in the manner prescribed by the tonnage bill now before Congress, to give a bounty to American built and owned ships in the foreign trade, thus using the products of the protective tariff to protect the American shipping trade and encourage American labor.

THE FLAX-SPINNERS FAVOR IT.

[From the Evening Sun, April 3.]

At a meeting of the Flax-spinners' Union No. 3, held last evening at 641 Tenth avenue, this resolution was passed:

*Resolved*, That the condition of every workingman connected with the shipping trade will be bettered by the passage of the bill introduced in Congress by the Hon. Amos J. Cummings, to give 30 cents per ton for every 1,000 miles traveled by an American ship on a foreign voyage, thus placing American shipping on an equal footing with the merchant marine of foreign nations in the matter of bounties and subsidies and at the same time reviving the ship-building industry and providing employment for many men.

## THE STATE ENGINEERS ON DECK.

[From the Marine Journal, March 3.]

The New York State Engineers' Society held a large meeting this week and unanimously resolved:

That, with the present defenseless condition of our sea-coast, it is the duty of our Government to provide an efficient naval reserve to act in conjunction with our Navy in case of war. That the most expeditious means to accomplish this result is to pay a small bounty per ton for every 1,000 miles sailed by American ships, such vessels to be at the call of the Government in times of need.

## THE MACHINE BLACKSMITHS WANT IT.

[From the Evening Sun, April 7.]

The Machine Blacksmiths met last evening at 363 West Thirty-ninth street and passed this resolution:

*Resolved*, That instead of any reduction of the protective tariff on imports, that part of the surplus income from the source should be used in affording protection to American vessels in the manner outlined by the tonnage bill introduced in Congress by the Hon. Amos J. Cummings, to give to American built and owned vessels engaged in foreign trade the sum of 30 cents per ton per 1,000 miles traveled, thus putting them on an equality with the vessels of foreign nations to compete for their share of the world's commerce and provide employment for American labor.

## THE FREIGHT-HANDLERS ON THE BILL.

[From the Marine Journal, March 3.]

At a regular meeting of the "All for One" Association of Freight-handlers, held at 66 Clarkson street on the 26th instant, the following resolution was passed:

*Resolved*, That we give our hearty support to the bill which has been introduced in Congress by the Hon. Amos J. Cummings, which provides for a bounty of 30 cents per ton per 1,000 miles traveled by an American ship on a foreign voyage, believing that it will aid in the restoration of American ship-building and provide work for many thousand idle workmen.

## THE COTTON-PRESS HANDS.

[From the Marine Journal, March 10.]

The following resolutions were passed this week at a meeting of the Ajax Association of Cotton-press Hands in this city:

Whereas there are thousands of skilled laborers in this country seeking and not finding employment, with the enormous accumulation of our manufactured products piled up in our warehouses awaiting a market, and while the eager watchfulness of the great manufacturing and commercial nations for opportunity to crowd their surplus products into our already overstocked markets, while they jealously exclude us from trade with the non-producing nations by reason of their control by bounties and subventions of the merchants' fleets that bear the world's commerce continue; and

Whereas the welfare and prosperity of the whole people, employer and employé, include the restoration of our once proud supremacy of the seas by carrying American goods in American-built ships to all markets of the world, be it

*Resolved*, That we give our hearty support and indorsement to the bill which has been introduced in the Congress of the United States by the Hon. Amos J. Cummings, of New York, which provides for a subvention of 30 cents per ton per 1,000 miles' travel of an American ship on a foreign voyage, and call upon our representatives in Congress to vote for it, so that it may become a law; and be it

*Resolved*, That a copy of these resolutions be sent to the Hon. Amos J. Cummings.

## THE SHIP CALKERS.

At a regular meeting of the Oakum Association (ship calkers), held at 416 Water street, the following resolution was passed:

*Resolved*, That with the many millions of unprotected property on our sea-coast it is the duty of Congress to encourage American ship-building by the passage of the bill introduced in Congress by the Hon. Amos J. Cummings, which provides a bounty of 30 cents per ton for every 1,000 miles sailed by an American ship on a foreign voyage, such ships to act as a naval reserve for the defense of our sea-coast.



## RIGGERS AND SAIL-MAKERS.

The Riggers and Sail-makers' Protective and Benevolent Association met at Jackson street, and adopted these resolutions last evening:

*Resolved*, That the bounties paid to foreign merchant vessels by their governments have made competition with them by American vessels impossible.

*Resolved*, That we indorse the bill now before Congress which proposes a bounty of 30 cents per ton per 1,000 miles traveled by an American ship on a foreign voyage as a measure calculated to revive American ship-building and provide a naval reserve which can be called on in time of war.

## THE BLOCK-MAKERS.

The Ansonia Association of Block-makers met this week at 174 Elizabeth street, New York, and passed the following resolution:

*Resolved*, That the tonnage bill introduced in Congress by the Hon. Amos J. Cummings to pay bounties to American ships on foreign voyages deserves our hearty support as a measure that will give employment to many workers, and will provide a fleet that can easily be turned into cruisers or commerce destroyers in time of war.

## THE TUG-BOAT FIREMEN.

The White Star Association of Tug-boat Firemen has sent to Congressman Amos J. Cummings a copy of resolutions, adopted by the association, warmly indorsing his shipping bill, which provides a bounty of 30 cents a ton for every 1,000 miles traveled by an American vessel on a foreign voyage.

## MAINE SHIP-OWNERS, BUILDERS, AND WORKINGMEN.

A mass-meeting of ship-owners, builders, and workingmen was held in Damaris cotta, Me., this week, and resolutions were unanimously adopted indorsing the action of Representative Cummings, of New York, in introducing the bill granting tonnage money to vessels built and owned in the United States engaged in foreign trade.

## STEEL TOOL-MAKERS.

The Steel Tool-makers' Union of this city and vicinity has added its voice to the others in favor of the ship bounty bill of Congressman Cummings.

## RIVETERS.

The Malthus Club of Riveters passed a resolution at their regular meeting at No. 23 Gansevoort street, heartily indorsing the tonnage bill now before Congress.

## THE TONNAGE BILL INDORSED BY SIXTEEN WORKINGMEN'S ORGANIZATIONS.

The executive committee of the Workingmen's Municipal Reform League held a meeting at 28 Cornelia street, at which a subcommittee on the tonnage bill reported that sixteen workingmen's organizations had indorsed it. The tariff bill was condemned in the strongest terms. The chairman, Mr. A. H. Gallahue, said that he felt like thanking the House committee for showing their hand and bringing in such a radical measure. It forces the tariff issue in the next campaign.

## THE GRAIN SHOVELERS.

[From the New York News, April 7.]

The Grain Shovelers' Union, at its meeting last night at 59 West Sixty-ninth street, passed a resolution "that with the present condition of our shipping trade, which has been nearly swept from the seas by the bounty and subsidy-supported merchant marine of foreign nations, it is the duty of Congress not to make any reduction in the protective tariff, but rather to use some of the surplus income arising therefrom in the manner indicated by the tonnage bill now before it."

## THE COAL TRIMMERS.

[From the New York Tribune, April 11.]

The Coal Trimmers' open union last night adopted a resolution at Mallon's Hall, No. 449 East Twenty-ninth street, indorsing the bill in Congress to give a bounty to American vessels engaged in foreign trade,

## THE OAKUM PICKERS.

[From the Evening Sun.]

The Stuyvesant Association, oakum pickers, at their meeting last evening at 634 East Tenth street, passed unanimously this resolution:

*Resolved*, That we indorse the action of Hon. Amos J. Cummings in bringing into Congress what is known as the "tonnage bill," to give a bounty to American built and owned ships in foreign trade, believing that no measure of greater national importance has been introduced in Congress for years, as by its passage not only will employment be assured to a large number of workmen, but we can regain our lost carrying trade, which has almost been taken from us by the subsidy-supported merchant marine of other nations.

## THE DROP-PRESS FORGERS.

[From the Marine Journal, April 3.]

A meeting of the Drop-Press Forgers was held March 27, at 401 West Twelfth street, and this resolution was passed:

*Resolved*, That we indorse the tonnage bill introduced in Congress by the Hon. Amos J. Cummings, as we recognize in it the means by which American merchant vessels can once more compete with the vessels of other nations on an equal footing, and with its adoption we can once more carry American goods in American vessels to all the markets of the world and open new avenues for the distribution of the products of American industry.

## THE MACHINE RIVETERS.

The Open Union of Machine Riveters has indorsed the ship bounty bill.

## THE LUMBER HANDLERS.

The Oakland Labor Club, composed of lumber handlers, has indorsed the ship bounty bill.

## THE FOUNDRYMEN.

At a meeting of the Vulcan Association (foundrymen) at 426 West Forty-sixth street, held last week, the tonnage bill of the Hon. A. J. Cummings, which is to pay a bounty of 30 cents a ton for every 1,000 miles traveled by an American ship on a foreign voyage, was recommended for passage as a measure which would give a large amount of employment and would place a large number of vessels at the disposal of the Government in case of war.

## THE ECONIMAC CLUB.

The Econimac Club passed the following resolutions at its meeting on the 16th instant, at No. 449 West Forty-first street, George Fletcher presiding:

*Resolved*, That we indorse the bill in Congress to give a small bounty to American built and owned vessels in foreign trade, as its passage would give employment to many men, and at the same time provide the nucleus for a naval reserve.

## THE PUMP-MAKERS.

The Pump-Makers' Beneficial League of New York passed the following resolution on the 16th instant, at Guilford's Hall, No. 409 West Thirty-eighth street:

Whereas the purpose of the protective tariff is to protect our workmen against the competition of foreign pauper labor, and not for revenue only;

*Resolved*, That the American shipping trade is as much entitled to protection from its foreign bounty-supported competitors as any other trade or industry, and for this reason we indorse the tonnage bill now in Congress, to give a subsidy to American built and owned vessels in foreign trade, so that they may be on equal footing with foreign vessels in their competition for commerce.

## THE CORDAGE-MAKERS.

The Diston Association of Cordage-Makers passed the following resolution on the 13th instant, at their meeting in Pressel's Hall, at 413 West Fifty-third street:

*Resolved*, That with the present condition of our shipping trade, which has been nearly swept from the seas by the bounty and subsidy supported merchant marine of

foreign nations, it is the duty of Congress not to make any reduction in the protective tariff, but rather to use some of the surplus income arising therefrom in the manner indicated by the tonnage bill now before it.

THE EDGE-TOOL MAKERS.

The Peerless Association of Edge-Tool Makers, at a meeting at Koster Hall, in Tenth avenue, on the 13th passed resolutions indorsing the tonnage bill now before Congress.

FROM THE PROCEEDINGS OF THE UNION LABOR PARTY AT SYRACUSE.

[From the New York Sun.]

*Resolved*, That the delegates to the national convention at Cincinnati be requested to secure the insertion in the national platform of a plank for the revival of American ship-building similar to the bounty system now in use by the French Government, and also one in favor of a naval reserve.

FROM LOCAL ASSEMBLY NO. 1899, KNIGHTS OF LABOR.

To the Hon. Amos J. Cummings,

*Member of Congress from Sixth district of the State of New York:*

SIR: We have learned that a bill called the "tonnage bill" has been presented in Congress, and referred to the Committee on Commerce and Fisheries. This bill provides for the payment by the Government to all American vessels engaged in the foreign trade a certain amount per ton for every thousand miles or fraction thereof traveled by the ship. This bill is urged to a passage by the "American Shipping and Industrial League," and would again revive our ship-building and provide all our workmen and skilled mechanics with employment: Therefore,

*Resolved*, That we, the Knights of Labor, use our best endeavors and solicit the aid of all members of Congress to use all their power and influence to press this bill to a successful passage.

We hereby certify that the foregoing is a correct copy of a resolution passed by Local Assembly No. 1899 of Knights of Labor, of the city of New York and State of New York.

[SEAL.]

JOHN M. STOWELL, M. W.  
THOMAS P. SMYTH, R. S.

Number of members present, seventy-four, when adopted.

LOUISIANA KNIGHTS OF LABOR AROUSED.

*A petition to the Hon. Theo. F. Wilkinson, member of Congress from the Fifth district of the State of Louisiana.*

SIR: We have learned that a bill called the "tonnage bill" has been presented in Congress and referred to the Committee on Commerce and Fisheries.

This bill provides for the payment by the Government to all American vessels engaged in the foreign trade a certain amount per ton for every thousand miles or fraction thereof traveled by the ship.

This bill is urged to a passage by the American Shipping and Industrial League, and would again revive our ship-building and provide all our workmen and skilled mechanics with employment: Therefore

*Resolved*, That we, the Knights of Labor, use our best endeavors to solicit the aid of all members of Congress to use all their power and influence to press this bill to a successful passage.

We certify that the foregoing is a correct copy of a resolution passed by Local Assembly 3933 of Knights of Labor, of Algiers and State of Louisiana.

[SEAL.]

PETER CLEMENT, M. W.  
JNO. G. GEYNER, R. S.

AMERICAN BROTHERHOOD OF STEAM-BOAT PILOTS.

NEW YORK, April 11, 1888.

To the Hon. Amos J. Cummings:

DEAR SIR: At a meeting of Harbor No. 1, American Brotherhood of Steam-boat Pilots, held 10th instant, the following was unanimously adopted:

Whereas the welfare and prosperity of the whole people, employer and employé, include the restoration of our once proud supremacy of the seas by carrying American goods in American-built ships to all markets of the world;

*Resolved*, That we give our hearty support and indorsement to the bill which has been introduced in the Congress of the United States by the Hon. Amos J. Cummings,

of New York, which provides for a bounty of 30 cents per ton per thousand miles travel of American ships on a foreign voyage, and call upon our representatives in Congress to vote for it so that it may become a law; and be it further

*Resolved*, That a copy of these resolutions be sent to the Hon. Amos J. Cummings.

Truly yours,

JAMES KEYES,

*Grand Financial Secretary A. B. S. P., 628 East Seventeenth street, New York City.*

So much for the laboring men and mechanics. They are equalled by requests from men representing American commercial interests.

#### FROM THE BOSTON CHAMBER OF COMMERCE.

[From the Evening Sun, March 8.]

At a meeting of the Boston Chamber of Commerce to-day resolutions were adopted urging that Congress take proper measures for the revival of the merchant marine, declaring as timely the bill introduced in Congress by the Hon. Amos J. Cummings, and known as "the tonnage bill," recommending this bill for immediate passage on the ground of its necessity "to meet the protective legislation and artful evasions of free and reciprocal transportation treaties with foreign nations." The resolutions declare also, "that the United States mails ought to be carried between this and foreign countries in American ships, and under our own flag as soon as practicable consistently with certainty of the service, and for such service this Government ought to pay just compensation; that the vast interests of this country entitle them to a foreign mail service, the promptness and certainty of which shall be insured in peace and in war by national patriotism, pride, and ambition to extend our influence, commerce, and our markets throughout the world."

#### RESOLUTIONS OF THE NEW YORK CHAMBER OF COMMERCE.

Whereas the decay of American shipping demands the adoption of prompt and efficient measures for its restoration to strength and prosperity: Therefore be it

*Resolved*, That in the opinion of this convention the passage of the following bill by Congress will promptly restore our ocean commerce and naval power:

*"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That on and after the passage of this act there shall be paid, out of any moneys in the Treasury of the United States not otherwise appropriated, to any vessel, whether sail or steam, built and owned wholly in the United States, engaged in the foreign trade, the sum of 30 cents per registered ton for each 1,000 miles sailed, and pro rata for any distance traveled less than 1,000 miles on any voyage or voyages between this and any foreign country or countries, and the measure of distance traveled and the distance between ports or places in this country and ports or places in foreign countries, and between one foreign port or place and another foreign port or place and from any designated point of longitude or latitude to any port or place in this country or any foreign country, shall be determined by measurements which shall be furnished by the United States Hydrographic Office to the Bureau of Navigation; and such payments to any vessel as aforesaid shall be paid on the vessel's arrival at a port of entry in the United States, in accordance with such regulations as the Secretary of the Treasury shall prepare and promulgate. The payment at the rate of 30 cents per ton for each 1,000 miles sailed, as herein provided to be paid to vessels engaged in the foreign trade, shall continue for the term of ten years, and thereafter for another term of nine years at a reduction of 3 cents per ton each year upon each 1,000 miles sailed and pro rata for any less distances."

*Resolved*, That the United States mails ought to be carried between this and foreign countries in American ships, under our own flag, as soon as practicable consistently with certainty and celerity of the service, and that for such service the Government ought to pay just and adequate compensation, regardless of the price at which other nations are willing to substitute for this a foreign service.

*Resolved*, That such service can only be relied upon, in peace and war, from American hands, warmed by American hearts, under the American flag.

*Resolved*, That the vast present and prospective manufacturing and commercial interests of this country entitle them to a foreign mail service, the promptness, celerity, and certainty of which shall be insured, in peace and war, by national patriotism, national pride, and national ambition to extend our influence, our commerce, and our markets through the world.

*Resolved*, That this convention further urge upon Congress the rebuilding and equipment of a strong and efficient navy, not only for maritime defense, but for the security of our commerce and carrying trade on the high seas.



*Resolved*, That this convention further urge upon Congress the immediate provision for the defense of the coast and seaport cities of the United States, on the lakes as well as on the sea-board.

*Resolved*, That this convention further urge upon Congress the adequate and progressive provision for the improvement of the harbors and rivers of the whole country concurrently with the restoration and development of our ocean commerce, so that all sections and States of the Republic shall participate in and enjoy the benefits of restored and enlarged commerce with each other and the outside world through their natural water-ways and harbors, developed by the fostering hand of the nation.

AMERICAN SHIPPING AND INDUSTRIAL LEAGUE.

NEW ORLEANS, LA., April 6, 1888.

SIR: The undersigned, an executive committee appointed to succeed a general convention of the American Shipping and Industrial League which was held at New Orleans, February 16, 17, and 18, at a meeting held this day have

*Resolved*, That a copy of the resolutions passed at said convention be transmitted to the Hon. Amos J. Cummings, of New York, author of the tonnage bill, with our earnest commendation of his advocacy of a measure which will conduce alike to the interest of employer and employé, and which promises to enhance the welfare and prosperity of the entire country.

We are instructed to transmit the said resolutions to the different labor organizations and commercial bodies of this city for their action, the result of which will be forwarded to you.

There were present at this late convention delegates from States representing chambers of commerce, boards of trade, maritime associations, mercantile exchanges, municipal corporations, and labor organizations.

Very respectfully, your obedient servants,

JNO. H. CONNORS.  
JNO. ELLWOOD.  
THOMAS AGNEW.  
EDWARD FENNER.  
BREEDLOVE SMITH.

Hon. AMOS J. CUMMINGS, M. C.,  
Washington, D. C.

EXTRACTS FROM THE MINUTES OF THE NATIONAL CONVENTION OF THE LEAGUE,  
HELD IN WASHINGTON ON JANUARY 16, 17, AND 18, 1888.

Hon. Orlando B. Potter, chairman of the committee on resolutions, presented the following resolutions to the convention:

Whereas the decay of American shipping demands the adoption of prompt and efficient measures for its restoration to strength and prosperity: Therefore be it

*Resolved*, That in the opinion of this convention the passage of the following bill by Congress will promptly restore our ocean commerce and naval power:

*The tonnage bill.*

*Be it enacted etc.*, That on and after the passage of this act there shall be paid, out of any moneys in the Treasury of the United States not otherwise appropriated, to any vessel, whether sail or steam, built and owned wholly in the United States, engaged in the foreign trade, the sum of 30 cents per registered ton for each 1,000 miles sailed, and pro rata for any distance traveled less than 1,000 miles on any voyage or voyages between this and any foreign country or countries, and the measure of distance traveled, and the distance between ports or places in this country and ports or places in foreign countries, and between one foreign port or place and another foreign port or place, and from any designated point of longitude or latitude to any port or place in this country or any foreign country, shall be determined by measurements which shall be furnished by the United States Hydrographic Office to the Bureau of Navigation; and such payments to any vessel as aforesaid shall be paid on the vessel's arrival at a port of entry in the United States, in accordance with such regulations as the Secretary of the Treasury shall prepare and promulgate. The payment at the rate of 30 cents per ton for each 1,000 miles sailed, as herein provided to be paid to vessels engaged in the foreign trade, shall continue for the term of ten years, and thereafter for another term of nine years, at a reduction of 3 cents per ton each year upon each 1,000 miles sailed, and pro rata for any less distances.

*Resolved*, That this convention further urge upon Congress the immediate provision for the defense of the coast and seaport cities of the United States on the lakes as well as on the sea-board.

*Resolved*, That this convention further urge upon Congress the rebuilding and equipment of a strong, efficient navy, not only for maritime defense, but for the security of our commerce and carrying trade on the high seas.

*Resolved*, That this convention further urge upon Congress the adequate and progressive provision for the improvement of harbors and rivers of the whole country concurrently with the restoration and development of our ocean commerce, so that all sections and States of the Republic shall participate in and enjoy the benefits of restored and enlarged commerce with each other and the outside world through the natural water-ways and harbors, developed by the fostering hand of the nation.

*Resolved*, That the United States mails ought to be carried between this and foreign countries in American ships, under our own flag, as soon as practicable, consistently with certainty and celerity of the service, and that for such service the Government ought to pay just and adequate compensation, regardless of the price at which other nations are willing, for this, a foreign service.

*Resolved*, That the vast and prospective manufacturing and commercial interests of this country entitle them to a foreign mail service, the promptness, celerity, and certainty of which shall be insured, in peace and in war, by national patriotism, national pride, and national ambition to extend our influence, our commerce, and our markets throughout the world.

*Resolved*, That such service can only be relied upon, in peace and in war, from American hands, warmed by American hearts, under the American flag.

ORLANDO B. POTTER, *of New York, Chairman.*

CHARLES D. MOODY, *of Massachusetts*

GEORGE A. KELLY, *of Pennsylvania,*

ROBT. D. GRAHAM, *of North Carolina*

GEORGE REESE, *of Florida,*

BREEDLOVE SMITH, *of Louisiana,*

W. W. BATES, *of Illinois.*

ARTHUR C. SEWELL, *of Maine,*

JAMES BUCHANAN, *of New Jersey,*

JOHN D. IMBODEN, *of Virginia,*

RUFUS B. BULLOCK, *of Georgia,*

H. A. MONEY, *of Mississippi,*

W. C. WHITTHORNE, *of Tennessee,*

J. H. GEAR, *of Iowa,*

CHARLES N. FELTON, *of California,*

*Committee on Resolutions.*

On motion of Hon. H. C. Calkins, of New York, the secretary was authorized to have these resolutions issued separately and a copy presented to the President of the United States and Cabinet, to each Senator and Representative of Congress, and to the governor of every State and Territory of the United States; and further, that the secretary be instructed to hand these resolutions to one of the league's members in the Senate and House of Representatives, each to be properly presented to those bodies for record.

The above is a true copy.

[SEAL.]

JOS. WHEELER,

*President.*

CHAS. S. HILL,

*Secretary and Commissioner.*

FROM THE MINUTES OF THE LEAGUE CONVENTION HELD IN NEW ORLEANS, FEBRUARY 16, 17, AND 18, 1888.

The Hon. S. R. Mallory, of Florida, chairman of the committee on resolutions, submitted the following:

*Resolved*, As representatives of the convention assembled in New Orleans, February 16, 17, and 18, 1888, we recognize the importance of immediate action of Congress in measures of relief to the farmer, the manufacturer, the merchant, the mechanic, and the laborer, whereby the surplus products of the country may find a steady market and skilled and unskilled labor assurance of permanent employment, we believe that this will be secured by the extension of foreign commerce, and that the best means to this end is an "American merchant marine," fostered and encouraged by the United States Government, which it is the unanimous opinion of this body will be fully subserved by the following bill: [The bill follows.]

The resolution was unanimously adopted amid great cheering.

The following was then offered by Capt. A. K. Miller, and adopted:

*Resolved*, That the secretary be authorized to have printed immediately the resolutions just passed, and that he further be requested to address a copy to the President of the United States, Congress, and to the governor of each State and Territory of the Union,

These are only a title of the resolutions passed by the workingmen's unions, Knights of Labor assemblies, commercial organizations, and conventions favoring the passage of this bill. No dissenting opinion has been expressed by any organization, and no protest has been made by any American citizen.

Believing that the bill will be acceptable to the people, and that its passage will restore our lost foreign carrying trade, stimulate American ship-building, and strengthen the nation when in danger, we urge its favorable consideration by the House of Representatives.

AMOS J. CUMMINGS.

A. J. HOPKINS.

NELSON DINGLEY, JR.

CHARLES N. FELTON.

JOHN M. FARQUHAR.

CHARLES B. CLARK.

